AUTOMOBILES.

CURRENT SPORTING GOSSIP

PINISH FIGHTS SAID TO BE LEGAL IN MARYLAND.

Ender New Law Promoters Want a Johnson-Langford Battle on Labor Day-But the Pugilists' Demands May Prove Obstacle - Wells and Brown Match Off.

Without first consulting the pugilists several sporting promoters are planning a fight between Jack Johnson and Sam Lang-

several sporting promoters are planning a fight between Jack Johnson and Sam Lausford to be held Labor Day at a place called College Park, adioining Bladensburg, on the State line between Maryland and the District of Columbja. It appears that a bill was passed at the last session of the Maryland Legislature giving a corporation known as the International Aviation Company the right to hold all kinds of sporting and athletic events, including boxing consents of an unlimited number of rounds Following the passage of the bill friends of State Senator Andrew J. Cummings and Robert Wells, a well known lawyer, formed a company for the purpose of arranging the fight and at the same time they leased a large plot of ground at College Park for the construction of a huge arona.

Another man, who was identified with the Johnson-deffries fight at Reno, has been authorized to begin negotiations with Johnson and Langford. Senator Cummings is quoted as saving that the new law will permit finish fights and that there is no reason to believe that tioy. Crothers of Maryland will interfere by calling out the milital. If the right is arranged, which seems improbable, Johnson will have to be paid at least \$30,000, win, lose or draw, the condition he cabled to Hugh McIntosh several months ago. There is reason to believe too that Langford will demand \$20,000 as his guarantee. The arena would cost in the neighborhood of \$25,000, it is estimated, and with other expenses the promoter's would be compelled to stand an outlay of \$100,000 before the men entered She ring.

In the opinion of many boxing promoters a fight between two colored men will mayer draw big gate receipts in this country. \$30 to 1, second. Conney k. 100 (Renews), \$20 (Renews), \$30 (R

of a Johnson-Langford fight under any

## TWO RACES FOR BELMONT. Whist and Priscillian Win in His Colors at Montreal.

MONTREAL, June 5.—There was a touch of winter to the racing at Blue Bonnets this afternoon and the crowd sat and shivered in the open grand stand throughout the afternoon. The colors of August Belmont afternoon. The colors of August Belmont were prominent, as both of his starters. Whist and Priscillian, won. Whist, although carried out by Hampton Court at the head of the stretch, got up in time to beat Hampton Court a neck. The time for the race, 1.38, is a new Canadian record. Priscillian won his race in easy fashion,

The second with the control of the c

substitute of the chapter of the fleshy to Start and Sustainant and Sustainant at a similar of over.

So far the Hilbreth horses have won place of the chapter of the flower of the flow

AMONG THE AUTOMOBILISTS

CHANGES IN RACING TO FOL-LOW 500 MILE EVENT.

Shorter Distances Hereafter Re-strictions on Cars and Drivers Both Motordrome Rumor Up Again.

As a result of the 500 mile race at Indian-As a result of the 500 mile race at Indian-apolis many changes are proposed in the manner of conducting such events here-after. The big thing to be remedied is the system of timing and scoring the race, in particular the scoring. There were so many cars in the race that scoring by an easy and rational method was impossible. The way

to avoid this difficulty is to limit the number of entries.

S. M. Butler, chairman of the contest board of the A. A. A., says that hereafter thirty cars will be the limit for such contests. That many cars, he believes, can be handled competently in all regards. The entries for Indianapolis grew more rapidly than it was expected they would and the elimination test was so light that the cars it was expected would be eliminated managed to get through. At that other machines could have been kept out, but the speedway management had made its announcement regarding the trials and it would have meant confusion and worse to attempt to enforce more strict measures

at very short notice.

Mr. Butler has in mind several changes that he believes will mean better conducted meets. He thinks, for instance, that 300 miles is plenty far enough for a race. On a speedway of two and a half miles a race at 300 miles is interesting all the time. The strain of watching cars go around a track for seven hours is more than the average person cares to undertake more than once in a great while certainly, and there is bound to be a lapse in the interest which would not be the case with the shorter race.

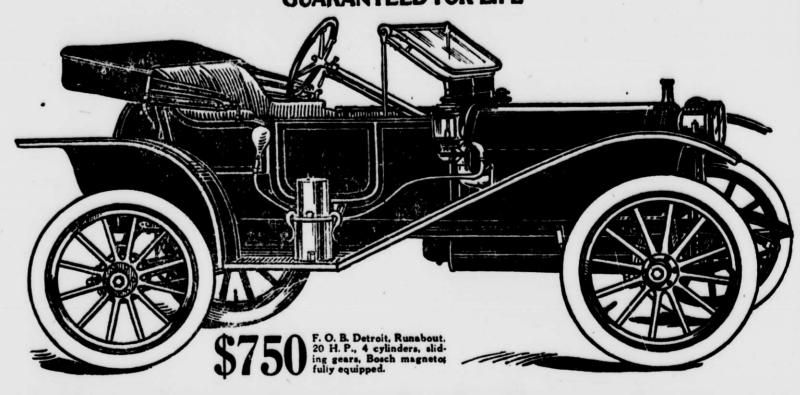
Less cars and a shorter race would be better.

Another thing he said yesterday he believed in was to insist upon experienced drivers for the race. He thinks it will be advisable to establish two classes of drivers, in one of which the novices will be registered and in the other the first class men. It will be necessary for a novice to pass certain tests before being admitted to the star class.

AUTOMOBILES.

# 1912 Announcement

**GUARANTEED FOR LIFE** 



## All prices include full equipment

Full equipment means

fore-doors, standard high grade top, zig-zag windshield, mirror lense headlights, mounted on specially designed headsets, gas generator, 3 oil lamps, horn, tools, full repair kit.

We are going to show you that in this 1912 Fore-door Hupmobile, fully equipped for \$750, you get infinitely more than you have ever before been offered.

To-day you can with more reason than ever compare the Hupmobile, for quality, with the costliest cars of larger size; for we have added improvements which represent in material alone \$100 more than the Hupmobile which charmed your fancy two seasons ago.

So much for quality; in the complete equipment added without extra cost, namely, fore-doors at \$25, top at \$30, windshield at \$20, gas lamps and generator at \$20, we are giving you nearly \$100 more in actual quantity value.

Now to get down to "brass tacks"-pick out any car of lower price. Then add to that price the money value of the 1912 equipment and the improved quality in the Hupmobile. Surely if quantity plus quality spells value you will

not ask for any more convincing argument than the actual extra worth in dollars that we have just shown you. Study the list of 1912 improvements-see for yourself

how in each and every Hupmobile for 1912 we have incorporated entirely new elements of value. Many of these improvements are peculiar to the Hupmobile; for some of them you will have to look to

cars of \$1,500 or more. The legitimate savings of an immensely increased production are passed on to you in the form of structural, mechanical and incidental refinements never before offered in a car at anything like this price.

Remember the flawless reputation of the Hupmobile, not only among those with whom cost must cut an important figure, but also with men of wealth and automobile experience in every community.

We believe that your conclusion will lead you to be among the first to inspect this better than ever Hupmobile.

We have just received our first quota of the new cars. We are ready now to prove beyond question that we have the greatest motor car value that has ever been demonstrated in this city.

1912 Improvements

An auxiliary inverted top-leaf spring placed between the frame and rear spring, to prevent listing of body. Old ball bearings back of driving pinion replaced with Timken bearings.

Four pinions instead of two on the differential.

Rear axle shaft tapered into and keyed onto the wheelcannot work loose. Ball bearings on either side of differential replaced by

specially designed Hyatt roller bearings. Axle shaft babbitted near brake, so that no grease can es-

Adjustable ball housing for universal joint.

All spring hangers fitted with oilers. Timken roller bearings on front wheels.

Supporting seat for front spring. All springs made of Vanadium.

New pressed steel radiator, lined with brass, with 33; per cent. more efficiency in cooling.

Improved water outlet to engine. Radius rods have square lock nuts on transmission ends.

to make them more easily adjustable. Double springs on the foot brake pedals.

Steel flywheel guard. New square dash and hood ledges of natural wainut. Nine-iach mud guards instead of six-inch; and mud shields completely enclosing space between wheels and

fenders. Running beards of pressed steel, supported by two drop-

Magneto encased in a Rubbertex cover.

Hub caps of real brass; stronger and better. Large timing gears of bronze instead of fibre. Valve adjusters on all valves maintain timing longer under

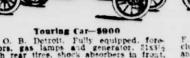
all conditions; make timing quickly adjustable and prevent engine power from decreasing. All cast-iron used on the car sand-blasted to give smoother surface and keep grit out of gears and bearings.

Improved Breeze carburetor-will not leak, and is accurately and easily adjusted. Cam-action oiler on the engine regulated with the throttle and gives a positive feed. You get more oil as you need

it and as the engine develops power. This feature peculiar to high priced cars of foreign make. Inside drive on the side-door models.

Fore-doors included as regular equipment with no extra charge; also top, windshield and gas lamps and generator.











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